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Hong Kong Daily Press.

ESTABLISHED 1857.

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[a26]

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[a33]

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Hongkong, 30th January, 1903. [a35]

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MANAGER, Hongkong, 24th October, 1902. [a343]

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MANAGER, Hongkong, 2nd July, 1900. [a30]

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MODERATE TARIF. Hongkong, 20th December, 1902. [a10]

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Three minutes' walk from the Steamer
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A First-class Hotel with thirty-five very
handsome rooms.
Board and Residence—
By the day.....From \$5 to \$7.00
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" for Married Couple...\$180.00
Everything of the Best.
Dinner Parties by Special Arrangement.
Billiards (Thurston Match Table).
Most perfect culinary arrangements.
Food both in European and Eastern styles.

H. RUTONJEE,
Proprietor.
Hongkong, 25th November, 1901. [a185]

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Telegraphic Address: "Internacional."
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Proprietor.
Hongkong, 4th October, 1902. [a1]

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TUESDAY, WEDNESDAY, THURSDAY,
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No one admitted without a Ticket to be
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J. GRANT,
Secretary.

Hongkong, 4th February, 1903. [a17]

HONGKONG JOCKEY CLUB

THE STEWARDS request the pleasure of
the presence of the LADIES at the
GRAND STAND and ENCLOSURE during
the Races on the 10th, 11th, 12th and 14th
instant.

An Enclosure will be reserved for Members
and Members' Wives and Families. Tickets for
which are being sent out with the Members'
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Correspondents must forward their names and ad-
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not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No communication signed communications that have
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sent before 11 a.m. on day of publication. After that
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MARRIAGE.
On the 1st January, in London, Dr. H. BART.
J. W. BARBER, elder son of the late JOHN BARBER,
Barber, Asst. Com. Gen. to H. M. Forces, to
MRS. ELIZABETH SCOTT, daughter of the late
THOMAS SCOTT, of Singapore.

DEATH.

On the 21st January, at Ipoh, Perak, JOHN
HENRY, son of JAMES and DORA CRAWFORD, aged
1 year and 8 days.

The Daily Press.
HONGKONG OFFICE: 14 DES VŒUX ROAD.
LONDON OFFICE: 121, FLEET STREET, E.C.
HONGKONG, 6th February, 1903.

THE question of an universal language for the whole of the human race is one which has engaged the attention of a great number of theorists during the past, and many are the obvious advantages which they have been able to demonstrate would follow from the adoption of such a language by the world in general. They have even gone so far as to invent several such languages, and one of them, designated by its inventor "Volapuk," threatened at one time to gain many adherents. Yet, though it has a journal in the United States of America and is still supported to a certain extent in Europe, it has entirely failed to commend itself to business men—that is, after all, by business men that the idea of an universal vehicle of conversation is chiefly needed. In the meantime there has practically come to be one business language for the world. Needless to say, this is English. It was recently pointed out that in the time of Queen ELIZABETH there were not so many English-speaking people in the world as there are now in London alone. Moreover, in the countries where there is still room for a great expansion of population, America, Australasia, and Africa, the language of the population is already fixed. In China the growth of a jargon which has at least more resemblance to English than to any other tongue is steady. It seems almost as if the question of the one necessary language of international communication is settled without the need of an agreement between the peoples of the

world. This consummation has been effected in the first place by the colonising and conquering tendencies of the English race and secondly by the attractive and assimilative qualities of the United States of America. England began by spreading her language all over the world, the United States are finishing by bringing the emigrants of all nations to America, there to learn English in its most recent developments. So much is this so that no case can now be made out for any other existing language. It was once possible, no doubt, to hold that French had equal if not superior claims, but in spite (or perhaps because) of its superior subtlety, French has no chance, and is rather losing ground than holding its own. German has not, as a language, the merits of French, and for all Germany's great growth of population her inhabitants find it increasingly necessary to learn other tongues. The Latin languages other than French have the defect of not belonging to a people increasing in worldly power. Russian can be dismissed at once, as practically unknown to the rest of the world. There is in fact no European competitor which can stand against the English tongue; and no one will seriously suggest any Oriental language. The choice of an universal means of communication narrows itself down therefore to one between English and such as Volapuk, which must at best be a monstrosity.

It cannot, however, be denied that there are very grave objections to English, and they will suggest themselves readily to all who have thought or read anything on the subject. The difficulty of learning has perhaps been exaggerated. Continental Europeans, it may be granted, find it difficult to speak English without a very distinctive accent. But does not an average German, for instance, speak French with a German accent as much, say, as an average Frenchman English with a French accent? The grammar is in many ways simpler than that of other European tongues. The real stumbling-block is the spelling, and the genuineness of this obstacle cannot be denied. As one of the principal requisites of an universal language is that it should be as a means of literary communication, practical men cannot minimise the drawbacks of the chaotic character of English spelling. The Americans have, with their usual vigour, attacked this problem and introduced numberless "reforms," some of which are phonetically sound, while others are the reverse. But the effect of this has been to make the confusion worse, for while the popular British Press has to a large extent followed the United States, many Americans on the other hand have not approved of the changes. A recent magazine writer advocated the formation of an Anglo-American academy to adjust the differences which have arisen. Unfortunately, even supposing that such an academy could persuade Englishmen generally to write "labor" instead of "labour" or Americans to write "traveller" instead of "traveler," the gain would be small. How could the academy in question assimilate in any way the modes of speech, say, of the Board schoolmaster and the Manila journalist? The literary languages of England and the United States, it may be said, are not thus divergent, and though there is a tendency to diverge, an academy is just what would check this. But would the language break restraint which has never been put upon it before? The literary language might, but the language of business is not literary, and it is, as we have said, as a means of business communication that an universal language is chiefly desired. Though there seems to be no alternative to the English or Anglo-American language as the universal practical language, there are many obstacles still to its general adoption.

The Russian cruiser *Astold* left for Nagasaki yesterday morning, and H.M. cruiser *Argonaut* arrived from Mirs Bay and the French gun boat *Surprise* from Haiphong.

The ninth, tenth, and eleventh cases of plague in the Colony this year were reported during the day ending at noon yesterday, all the victims being Chinese. One body was found dead in the street in No. 8 District.

A meeting of the Hongkong Boat Club will be held to-night at six o'clock in the Cricket Pavilion to discuss the question of amalgamating with the Royal Hongkong Yacht Club and building a club-house on a new site.

The annual tea and meeting of the Hongkong Temperance Union was held on Wednesday evening, at the S. and S. Home, Arsenal Street. That it was such a success is greatly due to the generous donations by various ladies of the Colony, to whom hearty thanks are expressed.

A meeting of the general committee of the S. George's Ball was held on Wednesday, when a supplementary balance-sheet for the Ball of 1897 was presented for approval, as also the accounts of the last Ball held in January of this year. The subscriptions exceeded the expenditure by \$240, and the reserve fund therefore now stands at \$801. A vote of thanks to the president, the hon. treasurer and hon. secretary was unanimously voted.

The banks are closing at 11.45 a.m. each day of the races next week.

It is hoped to get up a match between Hills and Plains on the Cricket Ground on Saturday.

The return polo match between Hongkong and Kowloon takes place at Causeway Bay to-morrow.

In the Hockey Shield match yesterday the 14th Bombay L.I. beat the Hongkong Hockey Club First XI.

Cholera in the Philippines is evidently steadily working its way down south, for it has now reached Zamboanga and Jolo (Sulu). As a consequence all vessels arriving in Sandakan from the Philippines are subject to at least five days quarantine.

The Brough Co., on its way up to Hongkong, will give one performance at Singapore on the 9th inst., the play chosen being *Are you a Mason?* the comedy which Hongkong is looking forward to on the 17th inst.

Dr. Durham, who was one of the members of the Commission sent out from London to study beriberi in Christmas Island some time ago, states that when he last heard from the island the number of cases had decreased more than 8 per cent. Beriberi has almost disappeared from Kuala Lumpur goal. This, says the *Singapore Free Press*, is very satisfactory in view of the serious state of affairs that prevailed there a short time ago.

By kind permission of Major Radcliff and the Officers, the band of the 33rd Burma Infantry will play the following selection of music in the King Edward Hotel to-night during dinner from 7.30 to 9.30:—
March ... "Marche Romaine" ... Gounod
Overture ... "The Sapphire Necklaces" ... Sullivan
Selection ... "Three Little Maids" ... Rubens
Song, "Beloved, it is now" ... Florence Aylward
Selection ... "The Gay Parisienne" ... Ivan Caryll
Song ... "Dans les Fleurets" ... Berger
Extra ...
Nazurka ... "La Contesse" ... Translatur

We are informed that at the next general meeting of shareholders in the Club Lusitano, Ltd., which is to take place on the 9th inst. to pass accounts and elect a new committee, auditors, and balloting committee, the majority of those shareholders who signed the protest against the action of the directors in expelling Mr. Romano will not be present at the meeting, as they do not wish to participate in the election. We understand that these are the largest and most influential shareholders in the Club Lusitano.

The followers of Zoroaster, says the *India Daily News*, have cause to be grateful to Major Percy Sykes, British Consul at Kerman, in Persia, who has set on foot a movement from which great things may come. There are two main branches of the ancient Fire Worshippers, the Indian and the Persian. While the former is distinguished more than almost any other Asiatic community for enterprise manliness, attention to education, freedom from social prejudices, and good citizenship generally, the Zoroastrians resident in Persia remain much as they were when the Parsee emigration to Bombay first began. Yet they are the same race, the same faith, and the same physical and intellectual endowment.

Major Sykes has some warrant, therefore, for conceiving that if the Indian branch cultivated closer personal relations with the unenlightened racial stock in Persia, the influence and example of the re-generates might gradually raise the degenerates to an equal footing, political, commercial, and industrial.

The Sandakan correspondent of the *Singapore Free Press* writes:—The Norddeutscher Lloyd is very active presently in these waters. It would appear that the Singapore-Borneo steamers have not been paying too well, and attempts are now to be made to remedy this. Of the two regular steamers on this run, one will go on Sandakan to Lahad Datu, and the other to Tawau. The first-named run, Lahad Datu, has been definitely decided upon, but the Tawau trip does not seem to be quite so certain, at time of writing. The reason for this is that the N.D.L. want the Chinese to guarantee them a freight of \$900 a trip, but the Chinese will make no contracts, as the local bouts, belonging to the Sabah Co., run down there often, and lend themselves more to the convenience of traders. We hear the Sabah Co. has only just declared a 7½ per cent. dividend, the first for eighteen months; that would not appear to show that there was very much in the local trade here, certainly not enough to pay the N.D.L. to run on to Darvel Bay regularly.

Asked to say what were the "books of his childhood," Mr. George Bernard Shaw, the versatile author, journalist, critic, and Borough Councillor, wrote:—I have no more recollection of my first book than of my first meal. I cannot recollect any time when I could not and did not read everything that came in my way. The two literary sensations of my childhood were undoubtedly the *Pilgrim's Progress* and the *Arabian Nights*. This shows that I was as good a critic in my infancy as I am now, though I could not then give such clever reasons for my opinion. I seem to have been born with a knowledge of the *Ancient Mariner* and *John Gilpin*. Also with an unaccountable recollection of Baron Trenck and his escapes from prison. I had to be encouraged by my mother to persevere at *Robinson Crusoe* until he reached the desert island, after which he carried me with him unaided. I acquired a very boyish (not childish) taste for Shakespeare from the snippets printed beneath Selous's illustrations. Children's books, from the accursed *Suisse Family Robinson* onwards, I always loathed and despised for their dishonesty, their hypocrisy, and their damnable dullness. My moral sense, like my literary taste, was unimpaired.

The V.R.C. play the 78th Co. R.G.A. to-morrow, the 7th inst., at 4 p.m., in the first round of the Shield Competition on the Hongkong Football Club Ground. The following will play for the V.R.C.—

Goal, Fitecock; backs, R. Lapsley (capt.), G. Duncan; halves, J. Creak; J. Witchell, and R. Henderson; forwards, H. A. Sotb, A. Humphreys, E. R. Harton, H. S. Holmes, and H. N. Sayer.

LATEST STEAMER MOVEMENTS.

The M.M. steamer *Annam*, with the next French mail, will leave Saigon to-day, at 5 p.m., for this port.

The C.P.R. steamer *Empress of China*, from Hongkong and usual ports of call, arrived at Vancouver at 11 p.m. on the 3rd inst.

The silk C.P.R. steamer *Athenian* arrived at New York on the 4th inst.

The N.D.L. steamer *Bamberg*, from Hamburg, left Singapore for this port on the 4th inst., and may be expected here on the 10th inst.

The P. & A. steamer *Jadrapura* arrived at Yokohama on the 5th inst., and may be expected here on the 18th inst.

"*Ara longa vita brevitas*," remarks a Southern contemporary. Why not *ara longitudo*, we wonder?

Mr. Hugh Clifford, C.M.G., is bringing out a new novel entitled *A Free Lance of To-day*. The book will be published by Messrs. Methuen this month.

The condition of affairs in Leyte, P.I., is summed up in the following headlines in a Manila paper:—Leyte suffers itself to be again tranquillized. Nine savages however turn up to be killed and one hundred more surrendered. cholera quarantine reported cause of trouble.

In 1893 the gradual abolition of slavery in British North Borneo was provided for by proclamation. That enactment having done its work, another proclamation was notified on the 31st December last, declaring that no form of domestic slavery will in future be recognised in that Territory, all attempts to revive any form of slavery being dealt with under the Penal Code.

One Manila paper writes of another thus:—Our evening contemporary is to be congratulated on having such an enterprising and well informed Washington correspondent as — His pertinent and interesting articles almost atone for the involved verbosity that appears in the editorial columns of the paper that is honored by receiving —'s correspondence."

The American barque *Methilde*, which arrived at Singapore from the Philippines on Friday, was a long way out of her course. She was on her way from Mindanao to Manila, and had got as far as Corregidor—the entrance to Manila Bay—and in fact was being towed in by a small tug, when the North-east monsoon began to blow strong, and proved too much for tug and vessel. Accordingly, after a vain effort to make Saigon, the tugs blew to Singapore, about 1,500 miles further away from her port of destination than she was two weeks previously.

ROYAL HONGKONG YACHT CLUB.

The 8th Club race will be sailed on Sunday next over Course No. 7. The 9th Club Race will be sailed on Sunday, 15th February, over course No. 3.

POLLARD'S LILLIPUTIAN COMPANY.

The *Belle of New York* was repeated last night by Pollard's Lilliputians at the Theatre Royal before another full house. The play ran even more smoothly than on the first night, and Miss Daphne Pollard was again the chief attraction in this excellent combination of talent. The Company will appear again to-night in the same place, and to-morrow Paul Jones will occupy the boards. The first matinée of the season will also take place to-morrow, the performance starting at 3.30.

MAY MEMORIAL PRIZE.

Police-Sergeant Walter Kent has been successful in winning this year the May Memorial Prize of £25. Last year he was a close second to Police-Sergeant J. J. Watt, who carried off the award and excelled in Chinese, a language in which Sergeant Kent was not quite so proficient. The prize, it may be mentioned, was presented for annual competition by the Hon. F. H. May as an incentive to useful study in ordinances, languages, and police work generally on the part of members of the Force below the rank of inspector. Sergeant Kent, besides perfecting his Chinese, also passed in Hindustani. The winner of the prize has a choice between the £25 and a gold watch of equivalent value, and, following Sergeant Watt's example, Sergeant Kent, who is leaving for home on a holiday in a few weeks, has selected the watch.

FOOTBALL.

A match between H.M.S. *Pique* and H.M.S. *Ocean* was played at Happy Valley yesterday in the second round of the Hongkong Football Shield competition. There was a large crowd of spectators. As regards the physique of the respective teams there could be no two opinions, the *Ocean* being much the taller and speedier-looking lot as a whole. In the first half the *Ocean* representatives were almost continuously in their opponents' territory. They pressed hard and managed to score one goal in spite of a stubborn defence, while the *Pique* failed to score. The second half was hardly contested and each side scored once, the game thus ending in a win for the *Ocean* by two goals to one. But for the excellent form shown by the *Pique* keeper, the score against his side would doubtless have been larger.

The V.R.C. play the 78th Co. R.G.A. to-morrow, the 7th inst., at 4 p.m., in the first round of the Shield Competition on the Hongkong Football Club Ground. The following will play for the V.R.C.—

Goal, Fitecock; backs, R. Lapsley (capt.), G. Duncan; halves, J. Creak; J. Witchell, and R. Henderson; forwards, H. A. Sotb, A. Humphreys, E. R. Harton, H. S. Holmes, and H. N. Sayer.

LATEST STEAMER MOVEMENTS.

The M.M. steamer *Annam*, with the next French mail, will leave Saigon to-day, at 5 p.m., for this port.

The C.P.R. steamer *Empress of China*, from Hongkong and usual ports of call, arrived at Vancouver at 11 p.m. on the 3rd inst.

The silk C.P.R. steamer *Athenian* arrived at New York on the 4th inst.

nd that some of these shall be utilised for the sale of fresh fruit and vegetables.

Mr. MESSER seconded, and the motion was carried.

The PRESIDENT.—It is necessary to consider this application for a stall for the sale of milk.

Hon. W. CHATHAM moved that it be refused.

Mr. MESSER seconded.

Mr. OSBORNE.—Can they sell the milk outside?

Hon. Dr. CLARK.—Yes.

Mr. MESSER.—It is only a matter of paying higher rent.

The motion was carried.

FUMIGATION OF HOUSES.

Correspondence was laid on the table relative to the fumigation of the basements, etc., of a house in Kennedy Road and Macdonnell Road. This included letters from the occupants, some of whom were willing and others unwilling that the proposed fumigation should be carried out.

This was all the public business.

SUPREME COURT.

Thursday, 5th February.

IN ADMIRALTY JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE) AND COMR. EDWARD B. KIDDLE, H.M.S. "ALBION" (ASSESSEUR).

CHU LEUNG v. S.S. "HOI HO."

This was an action for damages arising out of the collision of the s.s. *Hoi Ho* with the stern-wheel passenger junk *Wo Li* which took place in the Canton River on the 7th March last and resulted in the sinking of the *Wo Li* with great loss of life.

Mr. E. H. Sharp, K.C. (instructed by Mr. Paget Hett of Messrs. Meunson & Bruton, solicitors), appeared for the plaintiff, and Mr. M. W. Shadie, barrister-at-law (instructed by Mr. C. E. H. Beavis of Messrs. Wilkinson & Grist, solicitors), was for the defendant.

In reply to a question by his Lordship,

Mr. Sharp said that the plaintiff's junk was a boat propelled by a stern-wheel by oars clinging to a pole with their hands and working the cranks of the wheel with their feet; sails were also used on the boat.

The petition stated that about daybreak on 7th March, 1902, the junk *Wo Li*, of which the plaintiff, Chu Leung, *alias* Chu Kwong, *alias* Chu Sing *us*, was then part and is now sole surviving owner, whilst on a voyage from Sai Nam to Canton laden with a general cargo, and having on board about 110 passengers, was in the Tai Mei branch of the Canton River, near Sepoy Island. The wind at that time was light, the weather was fine and clear and the tide was ebbing with a force of about two miles an hour. The junk was heading in about a N.W. direction and was making about two miles an hour over the ground. A white masthead light and a white light on each side of the stern were exhibited and burning brightly and a good lookout was being kept on board of her. At that time those on board the junk observed the masthead light and the two sidelights of a steamship, which proved to be the *Hoi Ho*, on the starboard quarter of the junk at the distance away of about one or one and a half miles. The junk kept her course and speed, the *Hoi Ho* in the meantime overtaking her. When the *Hoi Ho* was about 100 yards away from the junk those on board her saw there was a danger of collision and shouted out. The *Hoi Ho* though loudly hailed came on and struck the junk on the starboard side of her stern and did her so much damage that she immediately filled with water and was with her cargo wholly lost; and three of the owners, eight of her crew and about 50 passengers were drowned. The plaintiff alleged that there was no proper lookout kept on board the *Hoi Ho*; that the *Hoi Ho*, though an overtaking ship, neglected to keep out of the way of the junk; that the *Hoi Ho* neglected to slacken her speed or stop or reverse or to do so in due time; and that the collision and the damages and losses consequent thereon were occasioned by the negligent and improper navigation of those on board the *Hoi Ho*. He claimed damages and costs, an account to be taken of the damage with the assistance of merchants.

The defendant in his answer to the petition stated that the British ship *Hoi Ho* was owned by Chuan Woan and was of 601 tons gross register, carrying a crew of 30 all told, and at the time of the collision was on a voyage from Hongkong to Canton. At a little before 5.20 a.m. of the 7th March the *Hoi Ho* was in Canton River off Sepoy Island about N. of the Tai Mei light and on that side of the channel which lay to her starboard side. The wind was N.E. and light. The weather was overcast, but clear and at that time it was very dark. The tide was ebbing from two to three miles an hour. The *Hoi Ho* was heading about N.W., making about four knots an hour over the ground with her regulation lights duly exhibited and burning and a good lookout was being kept on board her. In those circumstances a vessel which proved to be the Chinese stern-wheel passenger boat *Wo Li* was observed at a distance of about 200 feet away on the port bow of the *Hoi Ho* without lights of any kind exhibited on her, whereupon the engines of the *Hoi Ho* were immediately stopped and then reversed full speed astern. Her whistle was blown and those on board shouted out to the *Wo Li* to keep on the port side of the *Hoi Ho*. The *Wo Li* did not keep on the port side of the *Hoi Ho* but endeavoured to cross the bows of the *Hoi Ho*, and her starboard quarter came into collision with the stern of the *Hoi Ho*, whereupon the *Wo Li* heeled over, filled and capsized, many of her passengers and crew being saved by the *Hoi Ho*. The defendant alleged that the *Wo Li* did not carry or exhibit any lights, did not keep a proper lookout and did not

keep on her course and speed; that she improperly endeavoured to cross the bows of the *Hoi Ho*; that the collision was caused by the negligence and improper navigation of those on board the *Wo Li* and was not caused or contributed to by any of those on board the *Hoi Ho*.

Mr. Sharp stated that there were special regulations in connection with the navigation of the Canton River which might be applicable here, but he thought the regulations which concerned the case were those involving the universal principles of seamanship.

Mr. Shadie said the special regulations did not in his opinion apply, but agreed that the case was covered by the broad principles of seamanship.

Evidence was then led, and was continued until a late hour in the afternoon.

The Court adjourned till to-day.

POLICE COURT.

Thursday, 5th February.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

PSEUDO-POLICEMEN.

Li Kin, carpenter, and Ng Pat, of no occupation, were taking a walk in Sansuiup a day or two ago, when they espied a gambling "school" operating in a lane. A bright idea struck the two friends—"Gambling is illegal, therefore why should not we masquerade as policemen and see what profit we can make out of the business?" So they trekked for the group, the carpenter with a police truncheon, which he had by some means become possessed of, in his hand. Arrived at the spot, they ordered the gamblers to stop, and thumped vigorously on the kerosene tin wherein the cards were being placed to enforce their commands. Then, it was alleged, the carpenter took a ring of one man's finger.

Mrs. Colquhoun graphically describes the state of the servant question in the Far East. "Andrew (like so many we know) began to expand as soon as he got out to the East, and from being the mildest-mannered man that ever quailed before a post-office young lady, became the impious autocrat all over, and the Orientals liked and served him the better for it." We doubt this last assertion. "Getting information is Andrew's favourite occupation, and he has a real genius for it." Andrew has endowed his wife with some of this information as well as with the "worldly goods" that enabled her to travel, and now she is kind enough to pass it on to those who have worldly goods enough to buy her book, which, however, is not expensive.

WAS NAPOLEON EVER A BOY?

"The more I read of him and the more closely I study his character, the more strongly I feel that in many ways he never was a thoughtless boy, or knew the pleasures of being young. His earliest portraits strengthen me in this conviction." Thus writes Viscount Wolseley in the *Full Mail Magazine* on Napoleon Bonaparte's early years.

"His shoulders (in 1790) were still narrow and sloping; he was small in stature, with short legs and generally insignificant in appearance. His complexion was of a pale olive colour; his head was large and massive, and his extreme thinness caused this to look still bigger. His countenance was gaunt, and of a caroworn expression. He had remarkably piercing eyes of greyish blue, and a big, well-formed nose. Long straight locks of very dark and much oiled chestnut hair hung upon his shoulders, after the unkempt fashion of the Republic. Care seemed already to have marked him for her own—the result probably of the misery of his schooldays and of the abject poverty he subsequently endured when a subaltern in the army. But at the same time it must have been a fact that would in any country have attracted attention from the impress it bore of ability and deep thought. His eyes seemed rather to search the thoughts and opinions of those he conversed with, than to reflect what was passing through his own brain. He was a great player throughout the whole of his eventful life, and if he could not always divine what was passing in the minds of those he conversed with, he generally contrived, by a well-studied manner and the intense and searching gaze he turned upon them, to make them believe he did so."

Not the least interesting portion of Viscount Wolseley's article is that in which he attributes Napoleon's greatness to patient plodding:—"No soldier ever applied himself more to the science of war than he did. He devoted himself to history, as from it, he learned the best and the greatest military lessons, and by a careful analysis of the campaigns of great commanders he was able to formulate precepts for his own guidance. To write about him at all is attractive; and in describing his commanding genius, even the most sober-minded of historians have been carried away not only by the absorbing greatness of their subject, but also by its alluring witchery. He is often described as a heaven-born leader, but I confess to a disbelief in that species of man. Those who have had most experience in war, none more strongly than Napoleon, have left it on record that he who would command successfully should prepare himself for that duty by deep study. He himself—was greatest master—wrote that the ambitious soldier should read and re-read the campaigns of the world's most renowned generals.

Napoleon may have also been a heaven-born leader, but it is certain also that he was a great student of military science and of military history.

"In recounting the names of the generals whose campaigns he recommended all officers to read, he left out that of Marlborough. Had he wished to recount the names of the great luminaries by which this world is lit, he might equally well have ignored the sun. It is easy to understand why he should—for personal reasons—omit the names of Wellington, Scott, the railway, to avoid the Nile swamps, will have to cross the newly-acquired territory of the Negro. The object of the concession to Menelek was to give him commercial access to the White Nile through some of its navigable affluents. The railway, when built, will therefore be of benefit to both nations.

Although there has been nothing in the nature of a survey for railway purposes, yet owing to the work of Major H. H. Austin and others, the country the railway will cross is fairly well known.

The line the railway will take has been already decided in outline. From Kassala it will run South to Gedaref, and thence to Roseires on the Blue Nile. The cost of the construction of this section will be borne by the Soudan Government. From Roseires the railway, skirting the Abyssinian escarpment, will go South to Itang, on the Baro River. The Baro is an affluent of the Sobat. Itang is an Abyssinian settlement at the foot of the hills, and in its neighbourhood the Negus has promised to grant to the Soudan Government for commercial purposes a small enclave.

From Itang the line will be carried to Lake Rudolf, from the Southern extremity of which to the nearest point of the existing Mombasa-Victoria Nyanza Railway is about one hundred miles.

The scheme is a bold one, but perfectly practicable, and there is no doubt that the plan here outlined will be carried to completion.

REVIEW.

Two On Their Travels. By ETHEL COLQUHOUN. London, William Heinemann.

Books by female globe-trotters are generally as vague and unreliable as those perpetrated by the male of the species—only more so; but this one is an exception. The author has observed as well as seen, and is sometimes amusing—even when she tries to be so, as she does too often. Many of her jokes are made at the expense of her "only husband" Andrew, who was, in this respect, her unfortunate fellow-traveller. Mrs. Colquhoun says in her preface that she is "unaccustomed to writing books." Why did she break so good a custom, for the coast parts of the Straits Settlements, of Borneo, of the Philippine Islands, and of Japan, which are the scenes of her travels, have often been described?

More is to be learned that is fresh from her experiences on the Trans-Siberian railway. The author says in the same apologetic preface that the book is "not very well written and not at all well drawn." She means us to disagree with this, and we do, especially as the book is not long drawn out but as crisp and as short as the present unfortunately cheap ratio of paper and printing will allow. A book being "drawn" is scarcely English, but the expression refers to the many drawings in the work which were done by the lady herself. These are better than the letterpress which they well illustrate.

Mrs. Colquhoun graphically describes the state of the servant question in the Far East. "Andrew (like so many we know) began to expand as soon as he got out to the East, and from being the mildest-mannered man that ever quailed before a post-office young lady, became the impious autocrat all over, and the Orientals liked and served him the better for it." We doubt this last assertion. "Getting information is Andrew's favourite occupation, and he has a real genius for it." Andrew has endowed his wife with some of this information as well as with the "worldly goods" that enabled her to travel, and now she is kind enough to pass it on to those who have worldly goods enough to buy her book, which, however, is not expensive.

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OUR NAVAL WANTS.

Arnold Forster's memorable words, there is "necessity for reinforcement of the intellectual equipment of the Admiralty." Strategically we require a War Lord, as Lord Charles Beresford has pointed out, who should be the head of a large and really influential Intelligence Department, whose aims and objects should be published as far as is politically advisable. It is true that we have at present a hard-working, zealous Intelligence Department, presided over by able officers, but no one knows what advice, if any, Rear-Admiral Custance or Prince Louis of Battenberg have given the First Lord may have acted in direct opposition to the views placed before him. Similarly as regards naval education or dockyards, the system to be followed should be the result of enquiry of competent officials, and their views when approved should be published and consistently carried out, subject only to alterations in detail, for a series of years.

In conclusion, if I were asked what is the most urgent need of the navy, I should reply, "A consistent naval policy, systematically carried out, with more direct responsibility of departmental officials, whether Admiralty heads or department or naval officers." Without this all the efforts of the best of First Lords and Admiralty boards are as hay and stubble, liable to be burnt up by the first breath of criticism, and efficiency becomes a Tantalus-like dream."

AN ALARMING WATERSPOUT.

The following interesting narrative of a recent waterspout in Sandakan Bay and its disastrous results within the precincts of the Saw Mills is given by the *British North Borneo Herald* of the 3rd inst.:—During a heavy downpour of rain at 4.30 p.m. on December 16th, a small waterspout suddenly appeared out of the mist approaching from a south-easterly direction. The column of water, which was about ten feet at the foot of the spout, struck the s.s. *A. J. Scrutton*. The forward cabin bore the brunt, but, owing to their superior structure, sustained no injury, except a broken window. The bridge-awning, stanchions, and bulwarks, caught up in the whirlwind, were scattered in several directions, the canvas awning, screens and weather-cloth being twisted like rope round the mast. A life-buoy and two or three hand-rails were carried over to the saw-mill wharf, a distance of nearly 200 yards. One side-light was thrown to the stern of the vessel and the other dropped about 5' feet ahead of her. The whirlwind passed within a few feet of the *Butch* lying alongside the mill wharf, and in so doing apparently swept some heavy planks from the quay into the water.

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NEW ADVERTISEMENTS

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A ONE DAY'S RACE MEETING will be held early in APRIL next, provided sufficient entries are received.

Particulars and Conditions as to Programme will appear later.

By Order, A. S. ANTON.

Acting Clerk of the Course, Hongkong, 24th January, 1903. [450]

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I BEG to notify that on and after the
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SCRIPTION to the "HONGKONG DAILY
PRESS" will be as follows:

PER QUARTER 59

PER MONTH 83

ALFRED CUNNINGHAM,
Manager.

Hongkong, 9th December, 1902. [3302]

NOTICE OF FIRM
NOTICE.

WE have This Day ADMITTED Mr.
REUBEN MARCUS EZEKIEL
PARTNER in our Firm.
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Hongkong, 1st February, 1903. [3306]

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NORTHERN ASSURANCE CO

ESTABLISHED 1836.

THE Undersigned Agents of above Company
are prepared to accept First-class Foreign
and Chinese RISKS against FIRE at Current
Rates.

TURNER & CO.
Hongkong, 14th January, 1903. [246]

REPTALAMANDER FIRE INSURANCE
COMPANY.

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

HOTZ, JACOB & CO.
Hongkong, 2nd April, 1900. [29]

NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1901.
£15,722,693.

I. AUTHORIZED CAPITAL, £2,000,000 0 0
SUBSCRIBED CAPITAL, 2,750,000 0 0
PAID-UP CAPITAL, 687,500 0 0
II. FIRE FUNDS, 2,395,548 5 2

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 1st July, 1902. [1796]

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LA-CHAPELL.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

REUTER, BRÖCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [1113]

GENERAL MARINE INSURANCE
COMPANY, LIMITED,
OF DRESDEN.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT FOREIGN and
CHINESE RISKS.

HOTZ, JACOB & CO.
Hongkong, 1st September, 1902. [2327]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.,
Agents for the Phenix Fire Office.
Hongkong, 17th August, 1897. [28]

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.

INCORPORATED 1851.

Cash Security £625,719

Total Losses Paid £6,769,240

THE Undersigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

WM. MEYERLINK & CO.
Hongkong, 22nd July, 1902. [142]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
Agents.

Hongkong, 16th May, 1892. [26]

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above
Company are PREPARED to ACCEPT First
Class Foreign and Chinese Risks at Current
Rates.

SIEMSEN & CO.,
Agents.

Hongkong, 29th May 1895. [27]

"L'URBAINE"

FIRE INSURANCE COMPANY, LTD.

(Established 1838.)

THE Undersigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.

P. LEMAIRE & CO.
Hongkong, 7th February, 1901. [72]

HOUNG CHEONG & CO.,
TAILORS, DRAPERS AND
OUTFITTERS.

ESTABLISHED IN HONGKONG FOR OVER
30 YEARS.

Clothing made to fit to perfection. Silk
Goods of all kinds. Chinese Grass Cloth and
Embroidery.

Address—No. 60 and 62, QUEEN'S ROAD

CENTRAL (South side).

Hongkong, 6th September, 1902. [2235]

NOTICE.

THE CHUNG WAH STABLE AND
HORSE REPOSITORY.

THE above Stable, situated at the East
end of Race-course (Wongneungong
Village), has always on hand all kinds of
First-Class CARRIAGES, DOG-CARTS,
&c., &c., for Hire, and excellent accommodation
for keeping horses.

PRICE VERY MODERATE.

Office Telephone No. 109.

IU. YUK KWAN,
Proprietor.

Hongkong, 27th January, 1903. [362]

NOTICE TO SUBSCRIBERS.

I BEG to notify that on and after the
1st JANUARY, 1903, the SUB-
SCRIPTION to the "HONGKONG DAILY
PRESS" will be as follows:

PER QUARTER 59

PER MONTH 83

ALFRED CUNNINGHAM,

Manager.

Hongkong, 9th December, 1902. [3302]

CHESS NOTES.

By X.Y.Z.

The sealed handicap tournament at the
Hongkong Chess Club commenced with
fourteen competitors, two of whom have since
withdrawn. As the retiring of players involves
a revision of the handicap, it is to be hoped that
all entered will make an effort to play out their
games.

At the annual general meeting of the Singapore
Chess Club, Mr. J. B. Elcum was unanimously
re-elected president; and the following
were appointed to the committee:—Messrs.
Banks, L. M. Correia (secretary), P. A.
Renton, W. Craig, D. McL. Cruik (treasurer),
and F. C. Wreford.

There seems considerable doubt as to what
masters will compete in the Monte Carlo
tournament. Home papers say that the start
of the tournament has been postponed until the
9th inst. at Lasker's request, to allow him to
reach Monte Carlo from America. Pillsbury is
a certain entry, but the other Americans are
doubtful, while Maroczy and Janowski are
improbable starters. Janowski is not popular at
Monte Carlo, for the reason that, at the last
tournament there, when Mason, who wished to
leave ahead of time and had two games unplayed,
requested to have the round, in which he was pitted
against Janowski, scheduled first, without the formality of the customary drawing
—the other game being with Eisenberg, this
was the only one that affected the prize winners,
and for that reason the favour was granted.
Janowski protested against having the drawing
waived, and bad feeling resulted.

The following interesting end-game study is
the latest production of the clever Bohemian
composer, Herr O. Durns:—White: King, on
Q Kt 8; Rook, on K R 2; Bishop, on K R 6;
Pawns, Q, Kt 6 and on Q Kt 7 (five pieces).
Black: King, on Q 2; Rook, on K 7; Pawn, on
K Kt 7 (three pieces). White to play, and win.

The following game arose out of the Hongkong-Singapore cable match. Up to Black's
thirteenth move it is the same as the Allgaier
Gambit won by Singapore. The game, which
was conducted by correspondence from that
point, was, like the cable game, won by the
attack.

White. Black. White. Black.

1 P-K 4 P-K 4 13 Kt-B 3 B-K Kt 5

2 P-K 4 P-K 4 14 Q-Q 2 Kt-B 3

3 Kt-B 3 P-K 4 15 Kt-B 4 P-B 3

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *k.* nearest Hongkong; *h.* midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf *h.* together with the number denoting the section SECTIONS.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blaikie Pier.

3. From Blaikie Pier to Naval Yard.
4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, VIA MARSEILLES	TELEMACHUS	Brit. str.	—	C. D. Bennett, R.N.R.	BUTTERFIELD & SWIRE	On 10th inst.
LONDON, &c., VIA PORTS OF CALL	COROMANDEL	Brit. str.	—	P. & O. S. N. Co.	BUTTERFIELD & SWIRE	On 14th inst. at Noon.
LONDON	PROMETHEUS	Brit. str.	—	P. & O. S. N. Co.	BUTTERFIELD & SWIRE	On 17th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	CEYLON	Brit. str.	—	T. Darke, R.N.R.	BUTTERFIELD & SWIRE	On 18th inst. at Noon.
LONDON & ANTWERP, VIA GENOA	GLENNOYLE	Brit. str.	—	MCGREGOR BROS. & GOW	BUTTERFIELD & SWIRE	On 25th inst.
LONDON VIA GENOA	DIOMED	Brit. str.	—	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 23rd March.
LONDON	MACHAON	Brit. str.	—	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 17th March.
LONDON	GLAUCUS	Brit. str.	—	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 31st March.
LIVERPOOL	DARDANUS	Brit. str.	—	J. W. Vale	BUTTERFIELD & SWIRE	On 21st inst.
LIVERPOOL	KINTUCK	Brit. str.	—	A. W. Abbott	BUTTERFIELD & SWIRE	On 20th March.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	TAMIA MARU	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
MARSEILLES, &c., VIA PORTS OF CALL	SALAZIE	Fren. str.	—	W. Townsend	MESSAGERIES MARITIMES	On 9th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP V. SPORE, &c.	SUNMI MARU	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 21st inst. at Daylight.
MARSEILLES & ANTWERP	PYRENEA	Brit. str.	—	W. Townsend	BUTTERFIELD & SWIRE	On 28th inst.
BREMEN, VIA PORTS OF CALL	STUTTGART	Ger. str.	2 m.	P. Grosch	MELCHERS & CO.	On 18th inst. at Noon.
HAVRE & HAMBURG	WURZBURG	Ger. str.	—	v. Binzer	HAMBURG-AMERICA LINE	On 12th Feb. Freight & Passengers.
HAVRE & HAMBURG	C. FRED. LAESZ	Ger. str.	—	Fuchs	HAMBURG-AMERICA LINE	On 26th Feb. Freight.
HAVRE & HAMBURG	HAMBURG	Ger. str.	—	Kirchner	HAMBURG-AMERICA LINE	On 10th Mar. Freight.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	—	von Doehren	HAMBURG-AMERICA LINE	On 24th Mar. Freight.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	—	Mayer	HAMBURG-AMERICA LINE	On 7th April. Freight & Passengers.
HAVRE & HAMBURG	SAMHIA	Ger. str.	—	Schmidt	HAMBURG-AMERICA LINE	On 21st April. Freight.
TRISTE, &c., VIA SINGAPORE, &c.	AUSTRIA	Aust. str.	—	Colledan	SANDELL, WIELER & CO.	On about 10th inst.
NEW YORK VIA SUEZ CANAL	INDRADEO	Brit. str.	—	Easterbrook	JARDINE, MATHESON & CO.	Or about 4th inst.
NEW YORK VIA SUEZ CANAL	GIBRALTAR	Brit. str.	—	DODWELL & CO., LTD.	SHEWAN, TOMES & CO.	About 28th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	SHIMOSA	Brit. str.	—	DODWELL & CO., LTD.	CANADIAN PACIFIC R. CO.	On 11th inst. at Noon.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	—	DODWELL & CO., LTD.	CANADIAN PACIFIC R. CO.	On 25th inst.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	—	F. G. Parington	NIPPON YUSEN KAISHA	To-morrow.
AUSTRALIAN PORTS	PLEIADES	Brit. str.	—	N. Ohno	BUTTERFIELD & SWIRE	On 10th inst. at 4 P.M.
AUSTRALIAN PORTS	RIJOU MARU	Jan. str.	—	C. H. Butler	POITLAND & ASIATIC S.S. CO.	On 21st inst.
AUSTRALIAN PORTS	ACHILLES	Brit. str.	—	Hollingsworth	BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA, VIA SHANGHAI, &c.	IVY MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 16th inst.
YOKOHAMA, VIA SHANGHAI, &c.	INDAPURA	Brit. str.	—	E. G. Andrews	GIRE, LIVINGSTON & CO.	On 27th inst. at 4 P.M.
YOKOHAMA, VIA SHANGHAI, &c.	TSINAN	Jap. str.	—	T. Muri	P. & O. S. N. CO.	On 5th March, at Noon.
YOKOHAMA, VIA SHANGHAI, &c.	KASUGA MARU	Jap. str.	—	H. Peterson	NIPPON YUSEN KAISHA	On about 22nd inst.
YOKOHAMA, VIA SHANGHAI, &c.	EMPERIE	Brit. str.	—	W. Bainbridge	BUTTERFIELD & SWIRE	On 21st inst., at Noon.
YOKOHAMA, VIA SHANGHAI, &c.	CANDIA	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 13th inst. at Daylight.
YOKOHAMA, VIA SHANGHAI, &c.	BOMBAY MARU	Brit. str.	—	Gimml	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
YOKOHAMA, VIA SHANGHAI, &c.	CHANGSHA	Jap. str.	—	E. Frehly	MESSAGERIES MARITIMES	On about 9th inst.
YOKOHAMA, VIA SHANGHAI, &c.	KAMAKURA MARU	Jap. str.	—	A. L. Valentini	MELCHERS & CO.	Quick despatch.
YOKOHAMA, VIA SHANGHAI, &c.	INABA MARU	Jap. str.	—	T. W. Groves	BUTTERFIELD & SWIRE	On 15th inst.
YOKOHAMA, VIA SHANGHAI, &c.	KUMANO MARU	Jap. str.	—	I. Goto	OSAKA SHOSEN KAISHA	On 9th inst.
YOKOHAMA, VIA SHANGHAI, &c.	ANSAR	Fren. str.	—	P. H. Leslie	OSAKA SHOSEN KAISHA	On 8th inst.
YOKOHAMA, VIA SHANGHAI, &c.	PREUSSEN	Get. str.	—	R. W. Alcock	BUTTERFIELD & SWIRE	On 11th inst.
YOKOHAMA, VIA SHANGHAI, &c.	BENGAL	Brit. str.	—	J. O. Spence	DOUGLAS LAFRAIK & CO.	To-day, at 4 P.M.
YOKOHAMA, VIA SHANGHAI, &c.	HUNAN	Jap. str.	—	K. Kori	DOUGLAS LAFRAIK & CO.	To-day, at 10 A.M.
YOKOHAMA, VIA SHANGHAI, &c.	DAIGI MARU	Jap. str.	—		BUTTERFIELD & SWIRE	On 12th inst.
YOKOHAMA, VIA SHANGHAI, &c.	APING MARU	Jap. str.	—		TOYO KISEN KAISHA	On 8th inst.
YOKOHAMA, VIA SHANGHAI, &c.	SZECHUEN	Brit. str.	—		BUTTERFIELD & SWIRE	On 13th inst.
YOKOHAMA, VIA SHANGHAI, &c.	HAILONG	Brit. str.	—		DOUGLAS LAFRAIK & CO.	To-day, at 10 A.M.
YOKOHAMA, VIA SHANGHAI, &c.	HAITAN	Brit. str.	—		DOUGLAS LAFRAIK & CO.	On 8th inst., at Daylight.
YOKOHAMA, VIA SHANGHAI, &c.	KAI ONG	Brit. str.	—		BUTTERFIELD & SWIRE	On 17th inst.
YOKOHAMA, VIA SHANGHAI, &c.	KWEITANG	Brit. str.	—		BUTTERFIELD & SWIRE	To-day, at Noon.
YOKOHAMA, VIA SHANGHAI, &c.	ZAFEO	Brit. str.	—		SHEWAN, TOMES & CO.	On 9th inst., at Noon.
YOKOHAMA, VIA SHANGHAI, &c.	ROSETTA MARU	Jap. str.	—		TOYO KISEN KAISHA	On 10th inst., at Noon.
YOKOHAMA, VIA SHANGHAI, &c.	MANILA	Jap. str.	—		BUTTERFIELD & SWIRE	On 12th inst.
YOKOHAMA, VIA SHANGHAI, &c.	MANILA DIRECT	Jap. str.	—		SHEWAN, TOMES & CO.	On 13th inst., at Noon.
YOKOHAMA, VIA SHANGHAI, &c.	SINGAPORE, PENANG & CALCUTTA	Jap. str.	—		DAVID SASSOON & CO., LTD.	To-morrow, at Noon.
YOKOHAMA, VIA SHANGHAI, &c.	BOMBAK, VIA SINGAPORE & PENANG	Jap. str.	—		NIPPON YUSEN KAISHA	On 13th inst., at Noon.
YOKOHAMA, VIA SHANGHAI, &c.	BOMBAY, VIA SINGAPORE & COLOMBO	Jap. str.	—		NIPPON YUSEN KAISHA	On 24th inst., at Noon.

SHIPPING.

VESSEL ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW

THE Company's Steamship

HAILOONG.

Captain Gibson, will be despatched for the above port TO-DAY, the 6th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 4th February, 1903.

FOR SINGAPORE, PENANG AND CALCUTTA

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above ports TO-MORROW, the 7th inst., at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD., Agents.

Hongkong, 2nd February, 1903.

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PREUSSEN."

OF THE NORDDEUTSCHER LLOYD.

Captain E. Pfeil, the here with the outward German Mail about SATURDAY, the 7th inst., a.m., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 2nd February, 1903.

DEPARTURES.

5th February.

AKROD, Russian cruiser, for Nagasaki.

AUSTRALIAN, British str., for Australia.

BENFOLICH, British str., for Yokohama.

BRAND, Norwegian str., for Kobe.

EISE, German str., for Saigon.

KOUN MARU, Japanese str., for Kobe.

MAUSANG, British str., for Sandakan.

TAMSHI, British str., for Shanghai.

TSURUGI MARU, Japanese str., for Moji.

WAKAMATSU MARU, Japanese str., for Moji.

ZEFIR, British str., for Manila.

VESSELS IN DOCK.

5th February.

ABERDEEN DOCKS.—Changsha, Tyr.

KOWLOON DOCKS.—H. G. M. I. I. Kin-

sion, Vigilante, Heiwaki Menzhi, Compagnie des

Philippines, Shanghai, Hainan, Sungkian, Ponto,

Chuen Tiao, Holstein.

COSMOPOLITAN DOCK.—Petchaburi.

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE

MONEY,

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH

ELECTRIC LIGHT. FIRST CLASS ACCOM-

MODATION. UNRIVALLED TABLE. DULY

QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE AGENTS.

Hongkong, 9th January, 1903.

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OCEAN STEAM SHIP CO., LTD.

AND

CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICESFORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"CHINGWO"	On 8th February.
GLASGOW and LIVERPOOL	"MACHAO"	On 11th February.
GLASGOW and LIVERPOOL	"NESTOR"	On 16th February.
GLASGOW and LIVERPOOL	"ACHILLES"	On 19th February.
GLASGOW and LIVERPOOL	"KINTUCK"	On 23rd February.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 6th March.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON VIA MARSEILLES	"TELEMACHUS"	On 10th February.
LONDON	"PROMTHEUS"	On 17th February.
LONDON VIA GENOA	"DIOME"	On 3rd March.
LONDON	"MACHAO"	On 17th March.
LONDON	"GLAUCUS"	On 31st March.

LIVERPOOL BERTH.

LIVERPOOL	"DAEDANUS"	On 21st February.
LIVERPOOL	"KINTUCK"	On 26th March.

CONTINENTAL BERTH.

MARSEILLES and ANTWERP	"PYRELIUS"	On 26th February.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST POINTS, VIA NAGASAKI, KOBE & YOKOHAMA	"ACHILLES"	On 21st February.
The S.S. "CHINGWO" left Singapore on the 2nd inst., and is expected here on the 5th inst.		
For Freight, apply to		

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th February, 1903. [10-12]

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"KWEIYANG"	On 6th February.
AMOY, FOOCHOW and SHANGHAI	"SZECHUAN"	On 6th Feb., at 4 P.M.
NINGPO and SHANGHAI	"HUNAN"	On 9th February.
KOBE and YOKOHAMA	"CHANGSHA"	On 11th February.
MANILA	"SUNGKIAH"	On 12th February.
PORT DARWIN, THURSDAY	"TSINAN"	On 16th February.
ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BEIJING, SYDNEY and MELBOURNE	"TSINAN"	On 16th February.
CEBU and ILOILO	"KAIFONG"	On 17th February.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

+ Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

+ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

See Special Advertisement.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th February, 1903. [11]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via MOJI, KOBE PORTLAND, OREGON AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"INDRA PURA"	4,800	A. E. Hollingsworth	February 25, 1903
"INDRA SAMHA"	5,197	R. P. Craven	March 16, 1903
"INDRA VELLI"	4,899	W. E. Craven	April 16, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 27th January, 1903. [14]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2,540	R. Rodger	Manila Direct.	On 6th Feb., at Noon.
RUBLI	2,540	R. W. Almond	Manila Direct.	On 13th Feb., at Noon.
PERLA	1,980	J. McGinty		
DIAMANTE	1,980	A. H. Notley		

For Freight or Passage, apply to

SHEWAN, TOME'S & CO.,
GENERAL MANAGERS.

Hongkong, 29th January, 1903. [17]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI via SWATOW	"DAIGI MARU"	SUNDAY, 8th
AND AMOY	T. W. GEORGE	February.
TAMSUI, via SWATOW	"DALIJIN MARU"	SUNDAY, 15th
AND AMOY	T. OGATA	February.
FOOCHOW, via SWATOW	"ANPING MARU"	WEDNESDAY, 11th
AND AMOY	I. GOTO	February.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vieux Road Central. Hongkong, 4th February, 1903. T. ARIMA, Manager. [15]

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDSHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO
PORTS OF BRAZIL AND RIVER PLATE.
ON MONDAY, the 9th February, 1903, at 1 P.M., the Company's Steamship

"SALAZIE", Captain Arbert, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 8th February. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 28th January, 1903. [2]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ANNAM", Captain Girard, will be despatched for the above ports on or about MONDAY, the 9th inst.

For Freight or Passage, apply to G. DE CHAMPEAUX,
Agent.

Hongkong, 4th February, 1903. [2]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG", Captain P. H. Roche, will be despatched as above on TUESDAY, the 10th inst., at 10 A.M.

This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 3rd February, 1903. [414]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEM, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"COROMANDEL", Captain C. D. Bennett, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 14th February, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 3rd February, 1903. [1]

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

POST OFFICE NOTICES.

The *Preussen*, with the German Mail of the 6th ult., left Singapore on Sunday, the 1st inst., at 8 a.m., and may be expected here to-morrow.

The *Japan*, with the French Mail of the 9th ult., will leave Saigon to-day, the 6th inst., at 5 p.m., and may be expected here on or about Monday, the 7th instant. This packet brings replies to letters despatched from Hongkong on the 6th December.

MAILS WILL CLOSE.

FOR	PER	DATE
Canton	Friday	6th, 7.30 A.M.
Quangchow, Hoihow, Fukien and Haiphong	Friday	6th, 9.00 A.M.
Swatow	Friday	6th, 9.00 A.M.
Swatow and Amoy	Friday	6th, 11.00 A.M.
Sai-foo	Friday	6th, 11.00 A.M.
Manila, Cebu and Ililo	Friday	6th, 11.00 A.M.
Moji	Friday	6th, 11.00 A.M.
Manila	Friday	6th, 11.00 A.M.
Macao	Friday	6th, 11.15 P.M.
Amoy, Foochow and Shengchow	Friday	6th, 1.30 P.M.
Manila, Cebu and Ililo	Friday	6th, 3.00 P.M.
Namtu	Friday	6th, 5.00 P.M.
Saigon	Friday	6th, 5.00 P.M.
Canton	Saturday	7th, 9.00 A.M.
Swatow and Bangkok	Saturday	7th, 11.00 A.M.
Bangkok	Saturday	7th, 11.00 A.M.
Hangkong	Saturday	7th, 11.00 A.M.
Lightning	Saturday	7th, 11.00 A.M.
Pleiades	Saturday	7th, 11.00 A.M.
Changchow	Saturday	7th, 4.00 P.M.
Haiyan	Saturday	7th, 5.00 P.M.
Hangkong	Saturday	7th, 5.00 P.M.
Europe, &c., India via Taticorin	Registration	10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Registration	10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MONOLULU and SAN FRANCISCO	Registration	10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	Registration	10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)	Registration	10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	Registration	10.00 A.M.
Kobe and Yokohama	Letters	11.00 A.M.
Singapore, Penang and Calcutta	Letters	11.00 A.M.
Manila	Letters	11.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)	Letters	11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	Letters	11.00 A.M.
Kobe and Yokohama	Letters	11.00 A.M.
Singapore, Penang and Calcutta	Letters	11.00 A.M.
Manila	Letters	11.00 A.M.

TO-DAY.
Sale, Household Furniture, Sales Rooms, Mr. V. I. Kenmotsu, 2.30 p.m.
Extraordinary General Meeting of Ho gong B. a. Club, Cricket Pavilion, 6 p.m.
Pellion's Lilliputian Opera Co., Theatre Royal, 9 p.m.

TO-MORROW.
Sale, Miscellaneous, Sales Rooms, Messrs. Hughes & Hough, 11 a.m.
Annual Meeting of the Hongkong Rop Manufacturing Co., I.d., 11 a.m.

Annual General Meeting of Humphreys Estate and Finance Co., Ltd., noon.
Half-yearly Meeting of Hongkong, Canton and Macao Steam-boat Co., Ltd., noon.

Extraordinary General Meeting of Hongkong, Canton & Macao Steam-boat Co., Ltd., 12.15 p.m.
Sale, Curios, Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

	5th February.
London—	Teleggraphic Transfer
	Bank Bills, on demand
	Bank Bills, at 30 days' sight
	Bank Bills, at 4 months' sight
	Documentary Bills, 4 months' sight
Paris—	Bank Bills, on demand
	Credits, at 4 months' sight
On Germany—	On demand
On New York—	Bank Bills, on demand
	Credit, 60 days' sight
On Bombay—	Telegraphic Transfer
	Bank, on demand
On Shanghai—	Telegraphic Transfer
	Bank, on demand
On Manilla—	Bank, at sight
	Private, 30 days' sight
On Yokohama—	On demand
On Manila—	On demand
On Singapore—	On demand
On Batavia—	On demand
On Haiphong—	On demand
On Saigon—	On demand
On Bangkok—	On demand
Opium—	3rd January.
Quotations are:—Allow 'em not to 1 cent.	
Malwa Now	\$380 to — per picul
Malwa Old	\$1020 to \$1940
Malwa Older	\$1050 to \$1070
Malwa Old	\$1080 to \$1100
Persian fine quality	\$700 to —
Persian extra fine	— to —
Patna Now	\$1026 to — per cent.
Patna Old	— to —
Banaras Now	\$1005 to —
Banaras Old	— to —
5 Star Veneers, Bank's Buying Rate	\$12.72
6 Star Leaf, 100 fine, per fuel	\$67.05
8 Silver, per oz.	215

OPIUM.

Quotations are:—Allow 'em not to 1 cent.
Malwa Now

Malwa Old

Malwa Older

Malwa Old

Patna Now

Patna Old

Banaras Now

Banaras Old

5 Star Veneers, Bank's Buying Rate

6 Star Leaf, 100 fine, per fuel

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